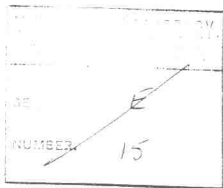


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British Malaya

Straits Settlements:

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PERAK - SELANGOR - NEGRI SEMBILAN
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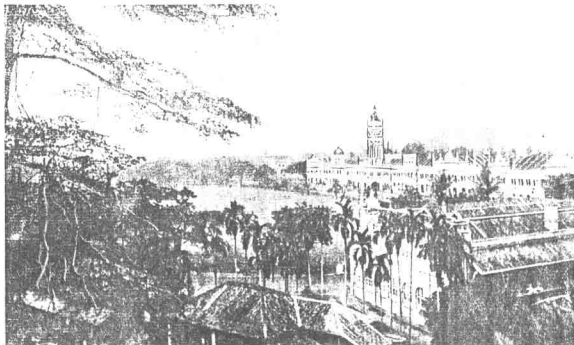
JOHORE - KEDAH - KELANTAN - PERLIS
TRENGGANU

TRADE and
COMMERCE

MALAY STATES INFORMATION AGENCY

88 CANNON STREET, LONDON, E.C.4

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BRITISH MALAYA

TRADE AND COMMERCE

Straits

Settlements

SINGAPORE
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Federated

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MALAY STATES INFORMATION AGENCY
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TRADE AND COMMERCE IN BRITISH MALAYA

UNTIL comparatively recent years, the Malay Peninsula was more or less a land of mystery. Enshrouded in jungle, sparsely peopled by natives who were unresponsive to the advances of civilised man, if not actively hostile, it is not to be wondered at that centuries were allowed to elapse before a closer acquaintance was made with the interior. For four hundred years, Europeans have dwelt at one or two points on the western coast. But they were content to remain on the fringe of the peninsula, and it is a noteworthy fact that some sixty years ago, there was only one white man resident in the interior lying between Singapore on the southern extremity and Bangkok in the north.

Nowadays, city men talk readily enough of Malaya in the streets and marts of London without being fully aware of the resources of that richly favoured land, its importance in the fields of industry, trade and commerce, or its attractiveness to the tourist and sportsman.

British Malaya—to give it the term by which “The Golden Chersonese” is now known—may best be described as a jungle land, evergreen, bathed in sunshine, refreshed by heavy rains. The foliage is wildly luxuriant. There is a tangled wealth of vegetation, constantly decaying, constantly renewing itself. We have yet to learn the true worth of the timbers contained in its forests, but where man has wielded the axe of civilisation, letting in light on dark places, the soil has readily responded to cultivation and given back of its riches an hundred-fold—from the spices and condiments so adventurously sought after by early Portuguese and Dutch

voyagers to the sugar, coffee, sago, tapioca, rubber and other produce of modern commerce. No tropical land has a greater variety of luscious fruits. The capitalist planter has found it an alluring field for his skill and enterprise. The miner has found a rich store of wealthy ores ready to his hand. The hunter in search of rare trophies and adventure, the more peaceful scientist, be he zoologist, entomologist or botanist, the mere tourist seeking fresh experiences amongst native races and in less travelled lands, will all find in British Malaya some new interest to fascinate and to please them.

Owned by Malays, and its government controlled by British officials, Malaya has been developed by Chinese and Indian labourers. Whatever progress the country has made in recent years is due to the influx of alien labour, paid for largely by British capital and supervised by European planters and miners.

Unlike India, Ceylon, Burma, Siam and Java, the Malay Peninsula has no ancient monuments, no archaeological remains of any value pointing to a prehistoric civilisation, no records to enable us to build up theories with regard to early man. The aborigines who lurk in the recesses of the forests or on the thickly wooded mountain sides can tell us nothing of the early days of the peninsula. They are a shy, harmless race, comparatively few in numbers, and altogether a negligible quantity in considering the future development of the country. With other Eastern lands, it shares the general term of "the land of sunshine" given to it by Arab navigators. Alexander's Macedonians took back to Europe from India stories of its mineral wealth. The ancient historian, Josephus, sought to connect the Golden Chersonese with the land of Ophir. To us to-day it is known as the most important individual contributor to the world's output of tin and the most successful and attractive territory for the cultivation of plantation rubber, the growth of the rich coconut palm and other tropical products.

The Portuguese and Dutch pioneers of western civilisation in the Far East did nothing to develop the resources of the country. Whatever development took place between the

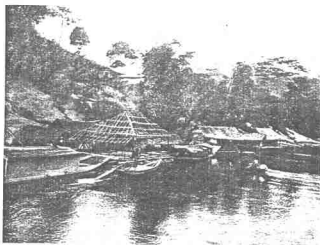
first contact of Europeans with the country until the latter part of the nineteenth century was due to the industry and enterprise of adventurous Chinese, who mined gold and tin in a rough and ready fashion and lived in a state of society bordering on anarchy. It was not till after 1873, when the British Colonial authorities intervened in the internal affairs, that order was evolved out of chaos and the real government of the country was established on a firm and lasting basis.



GOVERNMENT OFFICES, KUALA LUMPUR, FROM THE RIVER.

For a better understanding of the political situation in Malaya, it is necessary to explain the relations that exist between the British authorities and the native rulers. This explanation is all the more necessary in order to satisfy capitalists that there is ample security for investments in this far-distant portion of the British Empire. The Peninsula is divided into a British Colony, a Federation of four Protected Native States, and five Independent Native States under British suzerainty. The Colony of the Straits Settlements comprises Singapore,

Penang and Province Wellesley, Malacca and the Dindings. The Colony's affairs are presided over by a Governor, who is also High Commissioner for the Native States, acting in that capacity as the medium of control for the Colonial Office in Downing Street. Under the High Commissioner, whose headquarters are at Singapore, the affairs of the Federated Malay States (Perak, Selangor, Negri Sembilan and Pahang) are directed by the Chief Secretary to the Government, residing at the Federal capital, Kuala Lumpur.



RIVER SCENE, KUALA LEBUH (KELANTAN).

in Selangor. A Federal Council, comprising the native rulers and their British advisers, as well as representatives of the planting and mining interests and the general community, sits periodically to pass enactments and to consider the Budget. In each of the four States there is a British Resident to advise the Sultan in the administration of affairs, and in each State there is a State Council composed of officials and unofficials representative of the leading industries. In Johore, there is a British official known as the General Adviser, and in Kelantan, Trengganu, Kedah and Perlis, British officials designated as Advisers. These officials are

members of the Malayan Civil Service, and their advice is followed by the native rulers.

When British Residents were appointed to the Native States in 1874, one of the first reforms adopted dealt with the finances of the country. A sound system of taxation was introduced and the collection of revenue so supervised as to enable the government to meet its obligations and create an executive system ensuring efficiency in all departments of development. The effect of this



PULAU LANGKAWI (KEDAH).

reform soon made itself felt. Formerly, with customs duty on nearly every article of export, the revenue of the three Western States amounted to about £47,000 in the year before coming under British control. Vexatious imposts were at once abolished. Revenue is raised on imported spirits, opium, tobacco, petroleum and matches, licences for various purposes, the sale of land, and annual quit rents for mining and agricultural land, but the principal source of revenue has been an export duty on tin and rubber. By this means the Federated Malay States have been able to effect enormous developments—the creation of an efficient Civil Service, the

construction of excellent roads, the building of a well-equipped railway system, the erection of splendid residences for the Sultans and of public offices in Kuala Lumpur, Taiping, Seremban, Klang, Pekan and elsewhere, the construction of waterworks and deep-water ports and other works of public utility.

In the table of statistics published elsewhere it will be seen at a glance how the trade of the Federated Malay States has grown since 1875. The Federated Malay States have also advanced £4,630,000 to build a Railway in Southern Siam connecting with the Federal System on both the western and the eastern sides of the Peninsula. This Railway connection facilitates international trade and has a beneficial influence on the development of the trade of the whole of the Malay Peninsula.

The money for all expenditure has until recently been provided from surplus revenue without resorting to public loans. In 1921, however, it was decided to issue a loan of £10,000,000 in London. Two instalments of this loan, amounting to £9,355,000, have been floated by the Straits Settlements Government on behalf of the Federated Malay States.

On December 31, 1922, the Federated Malay States had a net surplus of assets of £2,860,179.

The following table sets out the various sources of Revenue during the year 1922 :

Land Revenue	\$ 3,359,595
Customs	11,191,844
Licences, Excise, etc.	12,114,322
Fees of Court, etc.	4,315,259
Interest	2,577,700
Forests	888,187
Posts, Telegraphs, and Stamps	1,470,005
Railways	13,816,324
Miscellaneous Receipts	201,848
Municipal	2,187,580
Total	\$52,122,664
Land sales	371,446
Grand Total	\$52,494,110

The following table shows the expenditure for 1922 :

Charges on account of Public Debt	\$ 4,908,483
Pensions	1,588,043
Personal Emoluments	22,427,836
Transport	409,595
Miscellaneous Services	4,668,852
Purchase of Land	9,132
Public Works Annually Recurrent	3,801,247
Public Works Extraordinary	96,951
Railways	11,900,868
Total	\$49,811,007

Expressed in Sterling the revenue for 1922 amounted to £6,124,313 ; the expenditure to £5,811,284.

In addition to the above expenditure, a total sum of £1,840,259 was expended out of loan moneys on Railway and other public works in 1922.

It was evident to the early British officials that no real development of the country was possible without rapid means of transport. Road-making was first undertaken. In every direction, the jungle was pierced by roadways, mile was added to mile, until to-day no country situated in the tropical zone has a better road system. At the end of 1922, the mileage in the Federated Malay States alone was 2,460 metalled roads and 160 unmetalled, while bridle-roads amounted to 1,318 miles. The gradients are easy, the surface smooth and well-maintained, notwithstanding the occasional ravages of the heavy rains ; the motor car is now used extensively by private owners and lorries by private enterprises. At the end of 1922, there were 3,711 motor cars in use in the Federated Malay States against 2,850 in 1918, and 1,129 motor cycles against 1,230 in 1918. The British motor-car manufacturer who desires fresh fields for the expansion of business could find no better territory for his operations than the Malay Peninsula.

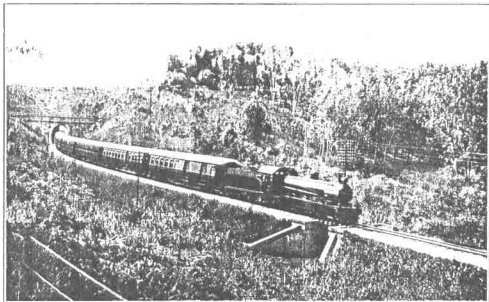
To Perak belongs the credit of possessing the first railway line constructed in Malaya. This consisted of a length of eight miles connecting Taiping, the centre of Government,

situated in the heart of the Larut mining district, with Port Weld, on the west coast. It was completed in 1884, but, before then, the State of Selangor had begun a twenty-two miles stretch of line from Kuala Lumpur to Klang. The metre gauge was decided upon, and this has been adhered to in all subsequent extensions, though the weight of the rails was first raised from 46½ lb. to the yard to 60 lb., and then to 80 lb. The Selangor Railway paid its way from the start, and encouraged the administrators to push on the construction of a trunk line. By 1903 through communica-



RAILWAY STATION AND HOTEL IPOH (PERAK).

tion was established between Penang in the north and Seremban in Negri Sembilan. By 1909 the main line had been extended through the State of Johore in the south to Johore Bahru. The Colonial Government had already a railway on Singapore Island from Kranji to Singapore town, so that it was possible for the traveller to get by rail from one end of the Peninsula to the other. The journey between Penang and Singapore occupies 23 hours, with a break at Kuala Lumpur enabling the traveller to see the Federal Capital of the States. Modern restaurant and sleeping cars, with electric light and fans, are attached to these through



F.M.S. RAILWAYS. SINGAPORE BANGKOK EXPRESS.

trains. Restaurant or buffet cars also run on ordinary long-distance trains.

The control of the whole of the Railway system in Malaya is centralised in the F.M.S. head office at Kuala Lumpur.

The twenty-five miles connecting Prai, in Province Wellesley, with the F.M.S. system in Perak, and the thirty miles through Malacca territory connecting with the system in the Negri Sembilan, were built by the States; the 120 miles of line running through Johore was constructed by the F.M.S. engineering staff for the Johore Government; and in 1907 the privately owned line from Port Dickson to Seremban was purchased by the Federal authorities in order to complete the unification of the system. The Singapore Railway was purchased by the F.M.S. from the Colonial Government in 1912.

There are several branch lines connecting planting and mining centres with the trunk line. The various ports on the west coast connected by rail with the main line, in addition to the ports of Penang, Malacca and Singapore, are, taking them from north to south, Port Weld, Teluk Anson, Kuala Selangor, Port Swettenham and Port Dickson. Considerable progress has been made with the East Coast Railway in Pahang and Kelantan. Connecting with the West Coast Railway at Gemas, this line will afford through communication with Siam via Kelantan. It is already connected up on the Siamese Kelantan boundary. Construction is still going on southwards in Kelantan and northwards in Pahang.

On the east coast through communication with Siam was established in 1918. There is a weekly express through passenger service in operation between Prai (for Penang) and Bangkok in addition to the ordinary services. This through train at present leaves Bangkok on Tuesdays at 7 a.m., the traveller arriving at Penang at 5.3 p.m. on Wednesdays. In the opposite direction the traveller leaves Penang at 8.50 a.m. on Thursdays and arrives in Bangkok at 7 p.m. on Fridays. The journey thus occupies 34 hours and is done with the comfort usually associated with long-distance travelling in England. Sleeping saloons



JOHORE CAUSEWAY. ROLLING BRIDGE CARRYING ROAD AND RAILWAY TRACKS ACROSS LOCK.

and restaurant cars are, of course, run on these trains. Travellers should verify the times quoted on arrival in the Peninsula, as they are liable to alternation.

At the end of 1921 the total length of railway lines in the Peninsula was 1,022. The Capital account of the F.M.S. Railways amounts to £20,298,060.

The following comparative statistics show the growth of the F.M.S. Railway system:

	1912.	1921.
Miles open to traffic	734	1,022
Number of Stations	161	232
Number of Engines	128	255
Bogie Passenger Coaches	274	416
Four-wheeled Carriages	66	38
Other Coaching Vehicles	—	141
Goods Vehicles	3,067	5,051
Total Train Mileage	3,194,200	4,520,788
Passengers	11,589,273	10,551,115
Merchandise carried (tons)	988,416	1,540,528
Cattle	128,604	124,719

The following table shows the Gross Receipts, Net Profit and the amount spent on Construction and Surveys:

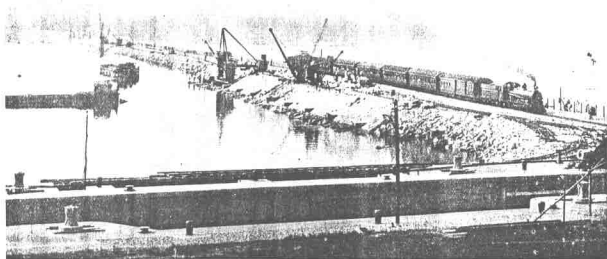
Gross Receipts	£957,635	£1,889,816
Net Profits	314,037	58,514
Construction and Surveys	529,077	2,560,000

Included in the new work in progress is a new jetty at Prai, Province Wellesley (opposite the Island of Penang), a coaling wharf, dredging of channel and approaches, reclamation of the adjacent mangrove swamps and foreshore. Modern facilities for handling overseas traffic are being provided and ocean steamers will be able to go alongside instead of lying in the roads as at present. This work is nearing completion.

A causeway or rubble embankment across the Straits separating Johore from the Island of Singapore is also being constructed. This causeway will carry the railway, thereby

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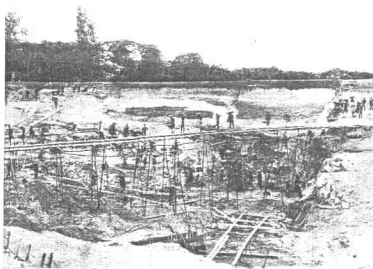
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JOHORE CAUSEWAY. FIRST PASSENGER TRAIN CROSSING FROM SINGAPORE TO MAINLAND.

avoiding the necessity for transshipping at Johore Bahru and crossing the Straits by launch ferry in the case of passengers, or by wagon ferry in the case of goods traffic. The causeway will eventually be wide enough to carry two sets of rails and a roadway. A lock is provided to enable shipping traffic to pass.

Other works in hand or intended include the doubling of the line between Kuala Lumpur and Port Swettenham, at



STRIPPING OVERBURDEN.

which port the Railway Department possesses its own wharves, and which has a large overseas trade; extensions at Ipoh; doubling of the line on Singapore Island; new terminal station in Singapore; a hill railway in Penang for the Colonial Government. The line across the causeway at Johore will be laid during 1923.¹

¹ Since the revision of this portion of the pamphlet the Johore causeway has been opened for railway traffic. The first passenger train crossed from Singapore Island to the mainland at Johore on October 1, 1923 (E.P.).

In the comparative table given at the end of this booklet it will be seen how progressive the growth of trade in the Federated Malay States has been up to 1920. The year 1919, however, and particularly the year 1920 were "boom" years, and the figures therefore, owing to inflation of prices, give a misleading idea of the value of trade. In general with the rest of the world the reaction set in early in 1921 and during that year and 1922

Imports and
Exports.



YOUNG RUBBER.

the country has passed through a period of acute financial depression. The two main items on which the financial stability of the country depends are tin and rubber, and both were affected to such an extent that the Government was obliged to take action to save them from ruin, assisting the tin industry by purchasing large quantities of tin above the market price and storing it until prices appreciate, and the rubber industry by introducing legislation in 1922 to restrict the export of rubber.

These expedients have proved successful, the prices of exports have improved and prosperity is gradually returning to the country.

The imports in 1920 reached a total value of \$170,522,123 (£19,894,248) and exports were valued at \$288,715,698 (£33,683,498), but in 1922 these values fell respectively to \$78,666,032 (£9,177,704) and \$139,952,181 (£16,327,754). The balance of trade, however, still remains favourable.

In a country where labour is able to command higher wages than can be earned by tillage of foodstuffs and where cattle are more valuable for draught purposes than for the slaughter yard, it naturally follows that the bulk of the food requirements of the population must be supplied from external sources. There being few indigenous manufactures of any importance, it is also clear that British Malaya is dependent upon other countries for all kinds of manufactured articles.

The following items, extracted from the report for 1922 of the Commissioner of Trade and Customs of the Federated Malay States, may be taken as typical of the trade of other portions of British Malaya, the correct statistics of which are more difficult to obtain owing to the peculiar nature of the trade of the important distributing centres of Penang and Singapore.

IMPORTS.

	1918.	1922.
Live animals	\$ 3,201,883	\$ 1,680,026
Tobacco, Cigars and Cigarettes	4,923,453	5,405,749
Condensed Milk	2,183,419	1,719,251
Sugar	1,266,699	1,831,973
Drugs and Medicines	1,114,092	803,879
Provisions, fresh and salted	1,007,800	494,230
Rice	15,553,581	14,578,031
Wheat Flour	939,934	1,162,409
Petroleum, including Benzine	3,889,477	5,080,353
Cotton Piece Goods	4,479,439	3,758,772

BRITISH MALAYA

19

IMPORTS <i>(continued)</i>	1918.	1922.
Machinery	2,195,646	6,238,364
Apparel, Hosiery and Millinery	1,923,133	879,427
Ironware	1,495,967	1,744,674
Paper and Stationery	1,004,509	957,620
Woodenware	666,568	887,345
Tools, Implements and In- struments	620,226	322,956
Cycles, Motor Cars and Accessories	448,265	759,060
Tramway and Railway Materials	111,340	1,559,780
Earthenware	352,151	269,401
Soap and Soda	947,523	358,584

EXPORTS.

	1918.	1922.
Para Rubber	8116,439,992	874,686,458
Tin and Tin-ore	95,153,265	47,769,029
Copra	3,053,325	8,745,565
Ataps	26,075	173,950
Timber and Planks	76,778	337,751
Tapioca	155,933	99,024
Fish, dried and salted	336,927	445,448
Fruits	45,010	237,355
Areca nuts	92,683	122,526
Rattans and Canes	15,978	119,072

To obtain an idea of the total foreign trade of the Peninsula it is necessary to study the statistics given in the Annual Return of Imports and Exports, British Malaya, published in Singapore. Prior to 1921 the various units comprising British Malaya compiled and published their own trade statistics, but since the greater part of the exports to foreign countries was despatched via Singapore or Penang such goods were frequently shown in the Colony statistics as well as in those of the country of origin, consequently the figures were not reliable. Similarly foreign imports were received to a great extent via Singapore or Penang and

were frequently shown in the Colony statistics and in those of the country of destination.

These faults of statistics prior to 1921 have now been remedied by the introduction of a new system. Each unit of British Malaya now compiles a monthly return of foreign imports and exports and forwards it to Singapore, where the whole of the foreign returns are consolidated and summarised and complete monthly and yearly Foreign Trade Returns of the whole Peninsula published. An explanation of what is held to constitute foreign trade for the purpose of the compilation of the returns will enable readers to understand that, whilst the totals give an accurate presentment of the whole foreign trade of the Peninsula, a rather fictitious prominence is given to the trade of the Colony, and the trade of the Federated Malay States and the Unfederated States is not by any means fully shown. The adoption of this method was necessary, however, to ensure correct totals.

All goods imported or exported direct by sea, and all imports merely transhipped at Singapore or Penang, and all exports despatched by sea for transshipment at Singapore or Penang are regarded as foreign imports and exports of the unit receiving or despatching, but all goods imported through Singapore or Penang and forwarded by rail to any unit and all goods despatched from any unit by rail for shipment at Singapore or Penang are shown to the credit of the Colony. Since a great part of the import and export trade of the Federated Malay States is conducted through the great ports of Singapore and Penang, it will be seen that the figures for the trade of that country do not convey an adequate idea of its importance. All tin-ore exported from the Federated Malay States goes to Singapore or Penang for smelting and refinement and huge quantities of rubber and copra produced in the Federated Malay States are purchased by merchants in Singapore and Penang for subsequent export, and these commodities then figure in the foreign export return of the Colony.

Singapore and Penang are the two great ports of the Peninsula and in addition are the collecting and distributing

Petrol and Benzine are imported practically entirely from the Dutch East Indies. Liquid Fuel and Petroleum mainly from the Dutch East Indies, the United States and Sarawak.

The United Kingdom does a large trade in Cotton Piece Goods, Cotton Thread, Cotton Yarn, Haberdashery, Sarongs (an article of dress worn by the Malays), Woollen Cloths, Machinery, Tools, Hardware and Cutlery, Ironware, Tinplates, Cycles and Motor Cars, Cement, Leather Goods, Paints, Soaps and Perfumery, Provisions and Stationery.

In the case of Cotton Piece Goods, Cotton Threads, Cotton Yarn, Leather Goods, Machinery, Ironware, Steel, Tinplate, Tools, Cycles and Motor Cars (combined value), Paints and Varnishes, Paper and Paperware, Soap (other than toilet soap), Stationery and Woollen Cloth the United Kingdom holds premier place, but the Dutch East Indies do the largest trade in Sarongs; Matches are supplied almost entirely by Japan and Hongkong; Earthenware, Crockery and Porcelain by China and Japan, and Glass and Glassware by Japan, which is also responsible for the greater part of the coal imported and much of the Hardware and Cutlery Lamps and Lampware.

China, Japan, Hongkong and Siam supply most of the Silk Piece Goods.

Japan is a serious competitor of the United Kingdom in such lines as Cotton Piece Goods, Cotton Thread, Haberdashery, Paper and Paperware and Stationery.

Hongkong supplied Provisions to the value of \$1,536,957, China being second with \$550,595.

Australia was a long way first in the supply of Condensed Milk, the total value being \$4,801,505, America coming second with \$1,025,476, Italy third with \$914,440, and the Netherlands fourth with \$795,128.

Hongkong retains her position as the chief source of the supply of cement, but the United Kingdom is now a close second, whilst the imports from Italy and Denmark are very appreciable.

The United States still supplied the greater value of Motor Cars imported, but when the values of Motor Cars, Motor

Cycles and Bicycles are combined the United Kingdom takes the premier place. It must be understood that many of the articles appearing in the import statistics are not for consumption solely in the Malay Peninsula, and therefore it is necessary for any one interested in a particular branch of trade to look closely into the returns in order to check the quantities appearing as exports to adjacent countries.

In the supply of Coal Japan still holds first place with 226,646 tons, valued at \$4,618,407, the United Kingdom coming second with 90,583 tons valued at \$1,771,831.

South Africa and Australia are now close rivals of the United Kingdom in this trade and larger supplies may be looked for from them in the future as their coalfields are developed. For the supply of local internal requirements greater dependence is being placed on Malayan collieries.

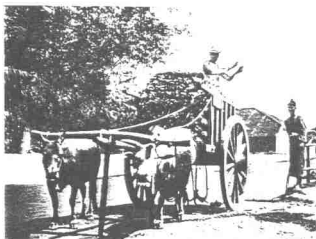
The gross value of the exports from British Malaya amounted to \$500,120,429, the United Kingdom and other parts of the British Empire taking goods to the value of \$112,021,730 and other foreign countries \$388,098,699.

The main exports of the Malay Peninsula are Para Rubber, Tin, Copra and other raw materials which are also largely imported for re-export, but large quantities of manufactured goods are also re-exported to adjacent countries.

In the list of buyers the United States easily comes first with a total of \$187,141,216. Other countries in order of value of trade are the Dutch East Indies, \$90,349,274; the United Kingdom, \$54,411,185; British India and Burmah, \$23,226,372; Siam, \$21,714,579; France, \$17,700,922; Japan, \$16,418,802; Germany, \$16,017,422; Hongkong, \$13,363,888 and China, \$8,534,065.

Para Rubber to the value of \$18,446,128 was imported in 1922, but the value of the exports was \$160,147,430, rubber to the value of approximately the difference being produced in the Malay Peninsula. The United States took the greater part of the commodity, the amount exported to that country being valued at no less than \$117,735,514. The United Kingdom came second with \$19,423,511; then Japan, \$9,664,606 and Germany, \$5,117,594.

Tin is the next article in point of value exported from the Peninsula, the total export being valued at \$89,943,088, whilst the imports were valued at \$27,883,003, Tin and Tin-ore to approximately the difference in value being mined in the Peninsula. The greatest producer is the Federated Malay States, but the smelting is, as has been mentioned before, mainly carried on in Singapore and Penang and practically no tin is exported direct.



LOADING PINEAPPLES.

The United States absorbed the majority of the export, the value of the Tin despatched to that country being \$60,768,141. The United Kingdom came next with \$14,775,918; France, \$5,944,444 and Italy, \$3,500,680.

Copra is another valuable commodity, the total value of the export amounting to \$30,233,127, of which Copra to the value of \$8,515,993 went to Germany, \$7,056,719 to the Netherlands, \$4,808,100 to France and \$5,042,310 to the United Kingdom.

Of other commodities Coffee went mainly to France, India and Ceylon; Preserved Pineapples to the United Kingdom and the United States; Gambier to the United States,

India and the United Kingdom; Gutta Percha to the United Kingdom and the United States; Rattans to Hongkong, the United States and France and Sago to the United Kingdom, Italy, France and India.

The trade in Spices is very important, the value of the imports being \$11,087,449 and of the exports, \$17,756,265. The imports were mainly from the Dutch East Indies, Siam, Sarawak and British North Borneo, whilst the countries named in order of values taken were British India, the United Kingdom, the United States, Germany, Hongkong, French India, French Indo-China and Australia.

The following comparative statistics of the total trade of the Federated Malay States for 1913 and 1922 may be of interest.

IMPORTS.

	1913.	1922.
Live Animals, Food, Drink and Narcotics . . .	\$47,852,446	\$40,730,890
Raw Materials . . .	7,549,544	9,248,256
Manufactured Articles . .	28,414,555	28,691,886
Total . . .	<u>\$83,816,545</u>	<u>\$78,666,032</u>

EXPORTS.

	1913.	1922.
Live Animals, Food, Drink and Narcotics . . .	\$ 2,807,268	\$ 2,471,566
Raw Materials . . .	142,956,295	133,418,613
Manufactured Articles . .	101,946	4,597,499
Total . . .	<u>\$145,868,509</u>	<u>\$140,487,678</u>
Total value of trade	<u>\$229,685,054</u>	<u>\$219,153,710</u>

It should be explained that the dollar, the unit of currency in the Malay Peninsula, has a fixed value of 2s. 4d. sterling. The pikul is 133½ lb. avoirdupois.

Tin, tungsten ores (wolfram and scheelite), gold and coal are found in the Federated Malay States. A deposit of coal in Selangor has been developed on sound lines and the product was invaluable during the war when foreign coal was either unobtainable or prohibitive in price. It is a comparatively young coal and occurs in two distinct beds of 40 and 25 feet thickness respectively. The proved area is about 200 acres.

The mine is now down to a vertical depth of 600 feet. On a low estimate 25,000,000 tons of coal have been proved. The coal is of fair quality and has a calorific value of about three-quarters of that of Cardiff coal.

The output in 1922 amounted to 281,828 tons against 299,351 tons in 1921.

It is consumed mainly by the Federated Malay States Railway and in a minor degree by the mining industry, a certain amount being exported.

Wolfram has occurred with tin in a great many places, but so far in small quantities only—the export in 1922 amounting to 1,591 pikuls, as compared with 924 pikuls in 1921. The export of scheelite was 6 pikuls in 1922, against nil in 1921. The total export of tungsten ores in 1922 was, therefore, 95 tons, against 55 tons in 1921. Owing to the greatly decreased demand since the war, the price has fallen and the output with it.

Alluvial gold has been worked for centuries at various points in the Peninsula. Lode mining has attracted European capital, but, so far, the output has not been large. The Raub mine, in Pahang, is a low-grade proposition, and has been worked to a considerable depth. Crushing commenced in 1890. The total amount of gold won in 1922 was 12,929 ounces. The total quantity of gold placed upon the market from the Federated Malay States was 15,005 ounces in 1922 against 14,674 ounces in 1921 and 12,823 ounces in 1920.

Although alluvial tin ore will probably be found almost everywhere in the Western States and in parts of Pahang, the deposits which contain payable quantities of ore will be

found in most cases to be in the neighbourhood of the contact between the intrusive granite and the older rock. A glance at the map of the rich Kinta District, which is of limestone bordered by granite ranges, shows two stretches of mining lands on either side with a belt of agricultural land down the centre and on the limestone.

Formerly most of the work of removing the ground was done by Chinese labour, but nowadays machinery of all kinds has replaced hand labour to a large extent, though the Chinese remain the mainstay of the industry on account of their skill, adaptability and hardworking habits.

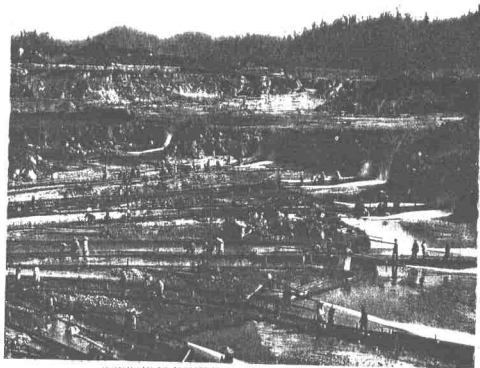
The following figures show how machinery has replaced coolie labour in the last twenty years.

	No. of Coolies.	H.P. of Machinery.	Output in Pikuls.
1902	174,780	5,000	793,963
1912	211,490	22,608	813,472
1922	82,195	59,278	592,806

The exhaustion of the richer deposits has brought about the gradual increase in labour-saving machinery of all kinds and the tendency now is to mine on a large scale with cheap power so that the mining of even very poor ground will become a profitable venture on account of the large amount of ground worked.

Large opencasts using cheap steam-electric power, bucket dredges capable of cutting over 100,000 cubic yards a month, and worked by steam or electricity, hydraulic mines using part of their power for cutting and part for developing electric power, suction dredges driven by the latest steam-electric machinery are among the methods employed to mine on a large scale as economically as possible. The latest addition to these methods, and one that may well turn out to be as or more successful than the others, is the Suction Cutter Dredge. This method is still under trial, but it is considered to have a good future before it.

At the end of 1922 the conditions affecting the tin-mining



HYDRAULIC MONITORS AT WORK (NEAR VIEW)
(Société Française des Mines d'Étain de Tékah).

industry were more satisfactory than at any time during the previous two years. Costs were down, labour was plentiful and cheap, and the tin price was satisfactory.

The Mining Industry itself is more fully discussed in the pamphlet *Mining in Malaya*.

In 1922 the export of tin was 35,286 tons, valued at



TRANSPORTING TIN BY ELEPHANT.

\$47,803,876 or £5,577,119. The average local price was \$80.64 per pikul, or £158 1s. per ton. In 1921 the average local value was \$85.04 per pikul, or £166 13s. 4d. per ton. In 1922 the highest three months' price of tin on the London market was £187 16s., the lowest £141 17s. 6d., and the average £160 14s. The export of tin in 1921 amounted to 34,489 tons, valued (in Singapore) at £5,748,747. At the

commencement of 1924 tin has been quoted at over £270 per ton in the London market.

The total labour force employed in the mines at the end of 1922 was 82,195, as compared with 86,339 at the same time in 1921. In recent years, the use of labour-saving machinery has become more general. The total effective horse-power of steam, gas, oil, hydraulic and electrical plant amounted to 59,278 in 1922, against 59,209 in 1921.

Mining lands are alienated either by auction or by selection. The title issued in respect of such properties is a mining lease, the term of which will not usually exceed 21 years, except in cases of special concessions necessitating a large outlay of capital. The continuance of the tenancy is in all cases dependent upon the regular compliance of the lessee with the conditions imposed by the lease, principal among which are those regarding continuous working and the employment of an adequate labour force. Intending selectors of mining land can obtain prospecting licences over defined areas, by virtue of which such area is reserved for their exclusive examination for a stated period. The premium on mining land is from £1 3s. 4d. upwards, and the annual rent 2s. 4d. per acre. Survey and other fees are charged, of course, and there is an export duty on tin, which is calculated on a sliding scale dependent on the market prices of the day.

The more extensive use of rubber in modern manufactures, and particularly in the motoring and electrical industries, has brought about a steadily increasing demand for this valuable commodity. At one time, the world was dependent upon South and Central America and the Congo Region in Central Africa for its supplies of wild rubber. Experiments were made at Kew in the cultivation of the Para rubber tree, and as it was found to take kindly to the Far Eastern tropics a new and prosperous development in tropical agriculture was the result. Nowhere in the world has the rubber tree been found to thrive more luxuriantly or to yield a more abundant flow of latex than in the Malay Peninsula, and the growth of the industry has been

so rapid during the past decade that it has outstripped tin-mining as the leading industry of the Federated Malay States.

Coffee and sugar, tapioca, gambier, indigo and sago were in bygone days amongst the principal agricultural products



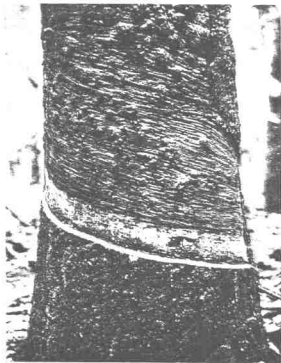
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[Guthrie & Co., Ltd.

CHINESE WOMAN TAPPING RUBBER TREE.

of the country, but land under these crops has gradually gone out of cultivation and rubber has largely taken their place and is the leading agricultural product of Malaya nowadays. At the end of 1920 there were 2,005 Rubber estates of over 100 acres in extent, with a total planted acreage of 1,303,318. Recognising the importance of the new industry, the Government has done much to encourage

the taking up of land by planters. In the early days, loans were granted from the public purse, repayable under easy terms, and loans are still granted to approved applicants. One of the handicaps to the development of the country was the scarcity of labour. The indigenous population was



RUBBER TREE, SHOWING TAPPING LINE.

altogether inadequate, even if it were inclined to make the effort, to cope with the rapid rise of the rubber planting industry. The pioneer planters endeavoured to overcome the initial difficulty by importing indentured labour, and the majority of the labourers employed on the estates come from India and China, and, to a less extent, from Java. Government came forward to co-operate in this effort to augment the labour supply, and now there is a steady influx

of free imported labour supervised and regulated by Government officials. There is, of course, a fairly constant ebb and flow amongst these labourers, but it is a favourable commentary on the treatment they receive and the wages they earn that every returning man or woman to India or China becomes an advertising medium for the Malay States, with the result that the wave of immigration brings an increasing supply into the country which more than compensates for the receding wave of emigration. Quarantine stations have been established by the Government, which also exercises a



TRANSPORTATION OF RUBBER FOR EXPORT.

praiseworthy care in the housing and medical treatment of the labouring classes throughout the country. Water supplies have been laid on to the more populous districts, and fresh demands are met as promptly as the conditions will allow in new planting districts. The excellent road system gives access to estates, and the Railway Department endeavours to keep pace with the agricultural development by opening new sidings at convenient centres, while going ahead in the opening up of new territories. An Agricultural Department was established in 1906 and has grown to a European staff of 35 which gives advice to planters on all

subjects connected with the production and manufacture of rubber.

For all purposes other than mining, State land is alienated by the issue of a grant in perpetuity, or, in certain cases, of a lease for a term not exceeding 100 years, upon payment of premium or purchase-money in amount according to the position and nature of the property. An annual quit rent is also reserved in all cases, which rent may be revised periodically at intervals of thirty years. Blocks of agricultural land exceeding ten acres in area ordinarily pay a premium of



DRYING AND PACKING CRÊPE RUBBER.

7s. an acre if they have road frontage and 4s. 8d. if they have not. In certain undeveloped areas, or in order to encourage the cultivation of new products, premia may be as low as 2s. 4d. an acre. On the other hand, in areas in which little agricultural land remains to be alienated premia are charged approximating to the market value of the land. In the case of blocks of over 10 acres, it is usual for the applicant to agree to the title being endorsed with a special condition which binds him roughly to plant up not less than a twentieth of the land each year for fifteen years, and thereafter to maintain not less than three quarters of it under effective cultivation in consideration of the quit rent being raised

gradually to its full amount. Beginning at 2*s.* 4*d.* per acre for the first six years it is not till the twenty-first year that it reaches the final figure, for first-class land, of 9*s.* 4*d.* per acre. In the case of second-class land it reaches its final figure of 7*s.* an acre in the sixteenth year. There are the usual survey fees, which on, say, a block of 500 acres, amount to £70. It may be accepted that everything is done by the Government to facilitate the opening up of land by planters on easy and attractive terms.

Bulletins are published from time to time by the Agricultural Department giving valuable information in regard to rubber cultivation and other agricultural subjects. They may be obtained at 88, Cannon Street, London, E.C.4.

The following comparative statement of exports of rubber from the Federated and Un-Federated Malay States and the ports of the Straits Settlements is compiled from official statistics:

	1913.	1918.	1922.
Total tons . . .	35,852	140,601	247,890

Experiments have been made in expressing oil from the seeds of which the rubber tree is prolific. The oil thus obtained somewhat resembles linseed oil, and can be used for many of the purposes to which linseed oil is applied. In order to encourage the production of this oil, the F.M.S. Government has decreed that for a period of ten years from June 9, 1916, no export duty will be imposed on rubber seed oil or rubber seed products.

Further details of the rubber industry will be found in another pamphlet.

Next in order of value comes the export of copra, the product of the coconut palm. In a separate pamphlet particulars are given of the cultivation of coconuts in Malaya—the terms on which land is leased by the Government, the selection and preparation of the land, the selection of seed, nurseries, catch crops, planting, drainage, maintenance, manuring, the

Coconut
Cultivation.

manufacture of copra and other by-products and the economics of coconut growing.

The belief is generally entertained that the coconut palm will grow only in regions near the sea, but experience has shown that the palm flourishes and produces nuts abundantly in places somewhat remote from the sea-shore. But it is a point in favour of the Malay Peninsula that it has a more extended seaboard than most tropical lands, having regard



MALAY KAMPONG.

to its total area, so that if the salt sea air is essential to healthy coconut palms then Malaya is favoured, indeed, above most of its rivals. Large tracts of suitable land may be obtained by the enterprising capitalist either in the Federated Malay States or in the Native States that have more recently come under British control. There can be no doubt that the introduction of more enlightened methods in the preparation of copra and extracting the oil therefrom will lead to

expansion in this industry, while the mechanical engineer and the inventor have both scope for the exercise of their ingenuity in the treatment of the fibre and other by-products of the coconut palm.

At the end of 1922 the total acreage under coconuts in the Federated Malay States was, approximately, 193,256, divided among the four States as follows :

Perak	89,662 acres
Selangor	78,680 ..
Negri Sembilan	10,468 ..
Pahang	14,446 ..

About one-half of this coconut land is held by native cultivators in small areas, the total area under estate cultivation being about 110,000 acres.

It is estimated that 3,700 nuts will produce one ton of copra and that one ton of copra will yield from 153 to 156 gallons of oil, while 40 full-grown nuts will yield one gallon of oil and 6 lb. of coir.

Turning to the published statistics of the Board of Trade, we find that in 1922 the import of unrefined coconut oil into the United Kingdom amounted to 28,549 tons, valued at £1,134,982, against the following quantities and values in the three previous years :

	Tons.	Value.
1919	52,617	£4,354,319
1920	63,059	5,804,393
1921	42,669	2,264,311

The principal countries from which imports came in 1922 were: British India, 3,273 tons; Ceylon, 14,331 tons. The exports (of British production) amounted to 259 tons, valued at £10,616; of this 106 tons went to France and Italy. The re-exports in 1922* amounted to 1,259 tons, against 2,453 tons in 1921.

In 1922 the amount of refined coconut oil imported into the United Kingdom amounted to 9,841 tons, valued at £485,920, against 10,555 tons in 1921, when the Netherlands

sent us 6,954 tons. In 1918 the total import was as little as 440 tons. The export (of British production) in 1922 was only 132 tons; in 1918 it was only 17 cwt., but in 1915 it was 5,030 tons, and in 1910, 11,405 tons.

The statistics of imported margarine are highly interesting. For the past five years they were as follows:

	Cwts.	Value.
1918	301,650	£1,563,405
1919	459,369	2,229,838
1920	897,972	5,514,325
1921	1,046,072	5,222,985
1922	999,170	3,870,070

In 1922 the Netherlands sent us 991,914 cwt., valued at £3,835,205, against 1,036,148 cwt. in 1921, valued at £5,149,224, and 852,263 cwt. in 1920, valued at £5,231,770. In five years the total amount of margarine imported from British Possessions was only 201 cwt., valued at £1,073.

Of Copra (for expressing oil) it is possible to give the statistics for five years, as follows:

	Tons.	Value.
1918	7,930	£ 365,072
1919	71,531	3,779,301
1920	57,368	3,283,361
1921	54,685	1,749,628
1922	86,084	2,150,620

In each of these years the Straits Settlements and their Dependencies took first place as the country of origin of copra.

The quantities and values of the imports of copra into the United Kingdom from the Straits Settlements and Federated Malay States combined are given below:

	Tons.	Value.
1918	5,221	£ 239,769
1919	35,649	1,815,439
1920	26,325	1,538,013
1921	20,504	668,346
1922	30,912	767,529

The forests of Malaya yield a number of very valuable timbers and many important minor products such as rattans, gutta-percha, jelutong and dammars. The commercial woods are dealt with in *Malayan Forest Records*, No. 1, and the minor forest products in No. 2 of the same publication, both of which are on sale at the Malay States Information Agency, 88, Cannon Street, London, E.C.4, at 2s. 6d. each. Hand specimens of the woods can also be obtained there at about cost price.

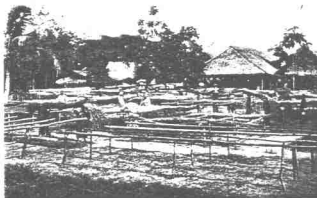
The forests are being worked for timber on most primitive lines, and there is scarcely one modern sawmill in operation in the whole Peninsula. Therefore, although the prospects for opening up a big export trade in timber are not promising, there seems to be room for enterprise in the exploitation of timber to meet local demands, especially in Singapore, which is dependent largely on supplies drawn from Sumatra. There is also room for plants for the artificial seasoning and antiseptic treatment of timber, and for the manufacture of door and window frames, mouldings, furniture, etc., which are now made almost entirely by hand.

Singapore is probably the most important centre in the world for the rattan or cane industry, but nearly all the canes dealt with there come from Borneo, Sumatra and the Celebes, although canes grow in great profusion in the Peninsula. The industry has, however, never been properly organised in the forest and is now engaging the attention of the forest officers. The best known of the canes is probably the Malacca cane, which is used for making walking sticks, but commercially this is of comparatively small importance in comparison with the canes used for the manufacture of furniture and other purposes.

The true gutta-percha comes only from Malayan regions, and, owing to the exhaustion of the tree in the last century by indiscriminate felling to obtain the gutta, the British Empire is now largely dependent on foreign sources for the gutta-percha needed to maintain its vast network of submarine cables. This unsatisfactory state of affairs is now being remedied partly by private enterprise and partly by

the Forest Department. A large gutta-percha plantation, which has just come into bearing, has been established in Pahang by the Selborne Plantation Company, Limited, and the Forest Department is continually searching for gutta-percha forests and doing what it can to improve them and increase the stock of gutta-percha trees. The great difficulty is to secure sufficient supplies of seed to establish plantations, and the Forest Department is paying special attention to this, in order to encourage and facilitate the planting of gutta-percha on a commercial basis.

Jelutong is an inferior gutta-percha obtained by tapping



DRYING RATTANS FOR EXPORT.

the jelutong tree. One of its principal uses is in the manufacture of chewing gum, and its collection, after many years cessation, has again been begun with promising results. Jelutong tapping and refining are a very important industry in Sarawak, and there seems to be no reason why they should not be in Malaya.

The dammar industry, like the cane industry, has also been extremely badly managed. The Federated Malay States produce one of the finest dammars known; the

product has, however, never till the end of 1922 appeared on the European markets as Malayan dammar, but has been mixed by the dealers in Singapore with similar and often inferior dammars obtained from Borneo and other Malayan regions. The recent action of the Forest Department in undertaking the exploitation of what is usually known as Batavian Gum Dammar is already producing good results; good prices have been paid in London, Amsterdam and New York for Malayan Dammar Penak from the forests of Negri Sembilan, and it is hoped shortly to extend operations to the other States.

Only the most important forest products have been mentioned by name, but there are many others which would doubtless repay investigation.

Further information on the subject of forests and forest produce is given in the annual reports of the Conservator of Forests, copies of which are to be seen at the Information Agency.

Approximately, the total area of British Malaya is 56,602 square miles (the area of England and Wales is 58,324 square miles); the Federated Malay States comprise 27,648 square miles; Johore 7,678; Trengganu, 6,000; Kelantan, 5,713; Kedah, 3,648; Perlis, 316 and Brunei, 4,000.

The total population of British Malaya, as ascertained by the Census of 1921, was 3,358,054, made up as follows:

Federated Malay States	1,324,890
Straits Settlements:	
Singapore (including Labuan,	
Christmas Island and	
Cocos-Keeling Islands)	425,912
Penang, Province Wellesley	
and the Dindings	304,335
Malacca	153,522
	<hr/>
	883,769
Johore	282,234
Kelantan	309,300

Kedah	338,558
Trengganu	153,765
Perlis	40,087
Brunei	25,451
Total	3,358,054

The following table gives an interesting comparison of the Census returns of the Federated Malay States in 1911 and 1921 :

	1911.	1921.
Europeans	3,284	5,686
Eurasians	2,649	3,204
Malays and Allied Races	420,840	510,821
Chinese	433,244	494,548
Indians	172,465	305,219
Others	4,517	5,412
Total	1,036,999	1,324,890

It will be seen from the above table that in the decade there was an increase of no fewer than 287,891 persons in these four States. This is largely accounted for by the increased immigration of Chinese and Indian labourers employed in the tin mines and on rubber plantations. The population of the States in 1922 was estimated at 1,360,870.

In 1911 a record was established for Indian immigrants—the number arriving in that year was 108,471—but this was surpassed in 1913 when the arrivals totalled 118,583. The outbreak of war naturally had a disturbing effect upon immigration, but this was very short lived. The numbers, which fell to 51,217 in 1914, rose again the following year to 75,323, and the average number of arrivals annually during the decade 1911 to 1920 was 90,810, the number of arrivals in 1920 being 95,220.

The majority of Indian immigrants make but a short stay in Malaya and an increase in the number of arrivals in any particular year will be reflected in the number of departures in the next and following years. The average annual

number of departures during the years 1911 to 1920 was 56,191, or, if the decade 1912 to 1921 be taken, the average works out at 57,536. The trade depression which began at the end of 1920 reacted immediately on the flow of Indian labour to and from this country. In 1921 the number of arrivals fell to 45,673, while the departures rose to 61,551. In 1922 the figures were: arrivals, 58,674 and departures, 45,733. For the first nine months of 1923 the arrivals have numbered 29,806 and the departures, 33,712.

The falling off in the number of arrivals is due in part to a decline in the demand for labour during the early months of the year following on the introduction of restriction of rubber exports, but the uncertainty attending the introduction of the new Rules under the Indian Emigration Act which became applicable to Malaya from March 5th also affected the position. Many employers purposely delayed sending recruiters across to India pending the introduction of the new regulations. The transition from the old system to the new is being carried out with the minimum of friction and the present situation gives no cause for alarm. While there is practically no unemployment, the supply of labour is ample for the existing demand. At the end of 1919 the total labour force on estates in the Federated Malay States from which returns were collected by the Labour Department was 237,134, of whom 160,658 were Indians and 61,089 Chinese. At the end of 1922 the total was 167,259, of whom Indians numbered 130,190 and Chinese 27,829.

Current figures for the whole of Malaya are not available, but at the end of 1918 the total labour force on estates over 100 acres was given as follows :

Indians	.	.	.	.	.	.	210,028
Chinese	.	.	.	.	.	.	101,345
Malays	.	.	.	.	.	.	31,389
Javanese	.	.	.	.	.	.	21,538
Others	.	.	.	.	.	.	4,264
Total	.	.	.	.	.	.	368,564

The corresponding total at the end of 1922 probably did not much exceed 300,000, of whom 190,000 would be Indians.

With an increase of population, the growth of national and individual prosperity and improved living conditions in the interior, it is inevitable that a marked change must occur in the import trade of the country, a change that should soon become evident in the trade statistics. The country is well served by the firms of merchants who have been long established in the Peninsula, but the prospect of a more



A MALAY PLOUGH.

general distribution of wealth amongst the resident population should suggest opportunities for the expansion of business by enterprising traders.

Apart from employment under Government, however, there is no opening for European skilled artisan labour. Neither should professional men, such as doctors, lawyers, civil engineers and architects, proceed to the Malay States unless they have a prospect of employment on arrival, for vacancies in a Government department or in a firm are invariably filled by men engaged by agents in England. The same conditions apply equally to commercial houses.

The climate of the Peninsula is, of course, tropical, with a moist heat, which is not usually felt to be oppressive.

**Climate and
Rainfall.**

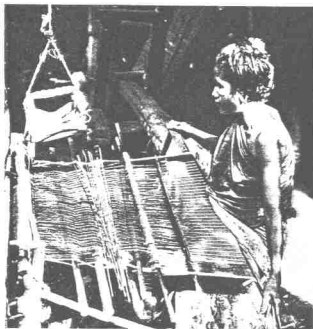
Having regard to the geographical position of the country, the climate, as a whole, notwithstanding the continuous heat and the excessive humidity of the air, has been proved to be healthy for Europeans of sound constitution who lead regular and temperate lives. One marked feature is the absence of local seasonal variations, or of any prolonged epochs, whether of rain or drought.



DURIAN MARKET.

or of high or low temperatures. The temperature varies considerably according to locality and elevation. In the lower and more populous parts of the Federated Malay States, with a height above sea-level varying from fifty to five hundred feet, the shade temperature varies between 79 and 90 degrees Fahrenheit. The average mean temperature in the shade may be said to be from 80 to 85 degrees. A great point about the temperature is that the nights are always cool (temperature from 70 to 75 degrees), and that it is possible, therefore, to obtain refreshing sleep without the assistance of punkahs or electric fans.

Measures have been adopted by the Governments of the Federated Malay States and the Straits Settlements to improve the health conditions throughout the Peninsula, and the Federal Government has opened up a hill station on Fraser's Hill at a height of 4,000 feet, while the creation of a health resort on Gunong Tahan, the highest mountain in the Peninsula, is under consideration.



MALAY WOMAN WEAVING SARONGS.

While the rainfall is heavy, it is fairly evenly distributed throughout the year. In those parts of the Peninsula where a difference is noticeable, the wettest period of the year is from September to March. The average yearly rainfall in the hilly inland districts varies from 100 to 200 inches, while in the lower parts it is usually recorded at from 70 to 100 inches per annum.

As all articles of clothing can be procured in the Malay

Peninsula, intending settlers should not encumber themselves

Clothing. with an extensive wardrobe until they have learnt by experience what articles are best suited to their needs. Tweeds and other suitings of the texture usually worn in England would be insupportable in such a climate. The most suitable are those of thin flannel or serge. A dress-suit and a supply of white shirts should be taken, but neither frock-coat nor morning-coat will be required.

The garments most usually worn in the daytime consist of a white drill suit for office work and a khaki suit for outdoor duties. These may be purchased locally, where they are cheap.

Useful articles in an outfit are thin flannel underclothing and flannel shirts. Heavy boots or leather goods should not be taken. The traveller should provide himself with a soft, broad-brimmed, felt hat and a straw hat. A solar topi or sun-hat is a necessary adjunct to one's outfit; this, however, can be best obtained after arrival in the Peninsula.

Further information on outfit and cost of living can be obtained from the Agency established by the Government of the Federated Malay States, at 88, Cannon Street, London, E.C.4.

Visitors to the country will find excellent hotel accommodation at Singapore, Penang, Kuala Lumpur, Ipoh and other principal towns, and the F.M.S. **Cost of Living.** Government has established a large number of recthouses, a list of which will be found elsewhere, together with a scale of charges.

The cost of living in Malaya is unquestionably high. Not only did the war cause an enormous increase in prices of every day necessities with a consequent rise in the wages of domestic servants, but the unit of value, the dollar, with a fixed equivalent in sterling of two shillings and four pence, is unusually high. The purchase value of the dollar accordingly comes to be estimated at little more than that of the rupee or shilling. The expense of living depends considerably on whether the individual is stationed in a large town or in a country district or on an estate. Life in a town involves

increased expenditure on clothes, social amusements and entertainment. House rents are high, and to a married man the possession of a motor car is almost a necessity.

In estimating the value of his salary a married man must always bear in mind the heavy expense of passages to and from Europe for his wife and children, and the cost of keeping and educating his children in Europe when they are too old to remain in a tropical country. Although many employers pay the cost of the passages of their employees' families, such



NATIVE PROCESSION (TRENGGANU).

payment is usually only made once in every four years and it is often necessary for European women and children to return to a temperate climate after two or three years' tropical residence.

Generally speaking, it may be said that a rate of salary at least 50 per cent. higher than would suffice in England, will be required to meet the bare necessities of life in British Malaya, but in estimating the value of a salary not only the actual salary offered should be considered but also the money value of free quarters or free servants, if these are provided by the employer.

There is no lack of healthy outdoor amusements in the Straits Settlements and Federated Malay States. Cricket is played all the year round, and though the matches are played throughout the day the heat is not found unbearable. Football (Rugby and Association), hockey, golf, lawn tennis and polo are all played; cycling, riding and driving are indulged in all over the country and race-meetings are held annually at each of the four racecourses in the Federated States and in Penang and Singapore, with occasional gymkhanas.

Sports and
Big Game.

There are clubs in all the principal towns, patronised in the cool of the evening by ladies as well as by gentlemen, where bridge and billiards are played regularly. At the headquarters of Perak and Selangor, the State band plays three times a week in the evenings. Dances, concerts and amateur theatricals, each have their turn; and art associations have been established for the encouragement of sketching and photography.

To those who are fond of shooting, the Native States afford the following game: Elephant, rhinoceros, *séladang* (*bos gaurus*), tiger, panther, sambur and other deer, wild pig and crocodile, snipe, teal and many varieties of pigeon.

The weapon for large game should be a double 8 or 10-bore, capable of burning ten drams of black powder. Holland's 10-bore "Paradox" is as good a weapon for the purpose as can be procured. For other shooting, a well-made double 12-bore, both barrels cylinder, is the best gun. It should not weigh less than seven pounds. Loaded with ball cartridge such a weapon is as effectual for deer and pig up to 40 yards as any rifle, and the density of the jungle seldom affords shots at a longer range than that. Shot cartridges should be loaded with three drams of black powder, or its equivalent of nitrate, and one ounce of shot only. The usual English load of $1\frac{1}{8}$ ounce of shot will be found too heavy in this climate. Any first-class nitrate powder may be safely used and kept in Malaya. It should be stored in soldered tins. No 7 is the best shot for general purposes. It is equally effectual for snipe and pigeon.

The Federated Malay States have a very complete game law, which classifies the game birds and the game animals, and provides that licences are necessary to shoot either. Full details in regard to these licences are given in the Illustrated Guide, published by the Malay States Information Agency. This Guide also contains a chapter on Big-Game Shooting by T. R. Hubback, author of *Elephant and Seladang Hunting in Malaya*. A special temporary permit to import arms and ammunition into the States may be obtained on application to the chief police officer at Singapore or Penang. Snipe arrive in the Peninsula, at the earliest, towards the end of August. They become more numerous in September and October, and are at their best in November and December, gradually declining in numbers until May.

Reference has already been made to the excellence of the roads in the Federated Malay States. Motorists in search

of novelty will find in the beautiful scenery of **Motoring.** Malaya and its picturesque towns and villages a new and attractive region to exploit. Some years ago, two ladies, accompanied by a native mechanic, made a tour of the Native States, and since then many parties, some from England and America, have toured in the interior off the beaten track.

No special type of motor car is required for the Malayan roads, but the more efficient the water-cooling system the better. For two persons, not overburdened with luggage, a little 10-12 h.p. car would do just as well as in England, but for really comfortable travelling a car of about 20 h.p. is recommended. In cases where the visiting motorist intends to stay some time in the country, it may be an advantage to bring a car from Europe; otherwise, it would be more economical and save a lot of trouble to hire a car. If it is intended to take one's own car, special arrangements should be made in London for its conveyance on ocean-going steamers by which the passengers themselves travel. It is better to do this and carry letters to the local shipping agents than to rely entirely on these gentlemen, who, although personally willing to oblige, might be in possession of printed

instructions which would prevent them from accepting an uncrated car. Petrol can be obtained at the principal towns and larger villages, and repairs can be done at Penang, Taiping, Ipoh, Kuala Lumpur, Seremban and Singapore. A chapter on motoring, by Mr. J. H. M. Robson, an expert amateur, is given in the Illustrated Guide.

The dollar, which constitutes the currency unit of the country, has a fixed value of 2s. 4d. There are in circulation

Currency. paper notes for 10 cents, 1, 5 and 10 dollars and upwards, silver dollars, and 5, 10, 20 and 50 cent pieces (silver), and 1 cent pieces (copper).

Appended is a list of Banks having branches in Malaya :

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA : Penang, Taiping, Ipoh, Kuala Lumpur, Klang, Seremban, Malacca, Singapore.

HONGKONG AND SHANGHAI BANKING CORPORATION : Penang, Ipoh, Kuala Lumpur, Malacca, Johore Bharu, Singapore, Sungei Patani.

MERCANTILE BANK OF INDIA : Penang, Kuala Lumpur, Kota Bharu (Kelantan), Singapore.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ (Netherlands Trading Society) : Penang and Singapore.

BANQUE DE L'INDO-CHINE : Singapore.

NETHERLANDS INDIA COMMERCIAL BANK : Singapore.

INTERNATIONAL BANKING CORPORATION : Singapore.

YOKOHAMA SPECIE BANK : Singapore.

BANK OF TAIWAN : Singapore.

On the west coast of the Peninsula, there is no lack of shipping facilities, steamers calling at most of the ports between Singapore and Penang almost daily,

Shipping Facilities. but communication is less frequent on the east coast, particularly in the north-east monsoon (October to April). Singapore may be regarded as the

principal shipping centre of the Far Eastern tropics. It is in constant communication with Siam, Indo-China, Hongkong, the Philippine Islands, Borneo, the Dutch East Indies, Burma, India and Ceylon, being on the main route of inter-ocean trade between China and Japan and Europe and

America, while regular lines of steamers connect with Australia. From Penang there is steamship communication with the northern ports of Sumatra.

The traveller from Europe intending to visit the Peninsula will book for Penang or Singapore, in the Straits Settlements, or Port Swettenham, in the State of Selangor. For all of these ports a constant and frequent service of first-class ocean liners leaves the ports of London, Southampton and Liverpool, and the traveller may choose for himself either the luxury of the rapid mail packet, or the slower but not less comfortable vessels which, while more particularly carrying cargo, provide excellent accommodation for passengers. Having decided upon a steamer, the traveller will find that he may call en route at Gibraltar, Marseilles, Malta, Naples, Port Said, Suez, Aden, Djibouti, Colombo, according to the liner he has selected; but, to be brief, he may reckon that his voyage will occupy from four to five weeks, the longer period being taken by vessels which are not recognised mail steamers. If time is a consideration, however, the voyage may be curtailed about a week by travelling overland to Marseilles, the steamship companies, in the case of the regular mail liners, readily receiving heavy baggage at the English ports.

Roughly, the passage rates range from £73 to £94 first class single, and from £54 to £72 second class single from English ports. Tickets for tourists—including rail in the Malay States—may be obtained from the well-known travel agents, Messrs. Thos. Cook & Son; but for the convenience of travellers who wish to make direct arrangements with the steamship companies for freight or passage, the following list is given:

P. AND O. S.N. Co. (English Mail)—26, Cockspur Street, S.W.1, and 122, Leadenhall Street, London, E.C.3.

ELLERMAN AND BUCKNALL STEAMSHIP CO., 104-6, Leadenhall Street, London, E.C.3.

BIBBY LINE, 26, Chapel Street, Liverpool; 10, 11, Mincing Lane, London, E.C.3.

HENDERSON LINE—Lamport and Holt, Royal Liver

Building. Liverpool: Galbraith, Pembroke & Co., 34, Leadenhall Street, London, E.C.3.

MESSAGERIES MARITIMES (French Mail)—62, Pall Mall, London, S.W.1, and 72-75, Fenchurch Street, London, E.C.3.

STOOMVAART-MAATSCHAPPIJ (Dutch Mail)—Keller, Bryant & Co., 117, Cannon Street, London, E.C.4.

NIPPON YUSEN KAISHA (Japanese Mail)—4, Lloyd's Avenue, London, E.C.3.

OCEAN S.S. Co. (Blue Funnel)—Alfred Holt & Co., India Buildings, Water Street, Liverpool, and Killick, Martin & Co., 7, Fen Court, Fenchurch Street, London, E.C.3.

"GLEN" LINE—Macgregor, Gow & Co., 1, East India Avenue, London, E.C.3.

"BEN" LINE—Killick, Martin & Co., 7, Fen Court, Fenchurch Street, London, E.C.3.

"SHIRE" LINE—18 and 57, Moorgate Street, 153 and 155, Leadenhall Street, London, E.C.3., and at 20, Bixteth Street, Liverpool.

ROTTERDAM LLOYD—Escombe, McGrath & Co., 3, East India Avenue, London, E.C.3.

All the usual postal, telephone and telegraph facilities are available throughout the Peninsula, there being 221 Post Offices or Postal Agencies. One of the principal cable centres of the Eastern Extension Telegraph Co. is situated at Singapore, and cablegrams can be forwarded to or from any point on the Peninsula. There is also a wireless telegraph installation in the Malay Peninsula.

GOVERNMENT REST-HOUSES AND HALTING BUNGALOWS

PERAK

Bagan Datoh,* Bagan Serai, Batu Gajah, Bidor, Bruas,* Chandleriang, Gopeng, Grik, Ipoh,* Ipoh, Kampar, Klian Intan, Kroh, Kuala Dipang, Kuala Kangsar, Kuala Kurau, Lawin, Lenggong, Parit,* Parit Buntar, Selama,* Sitiawan,*

* Halting bungalows. Visitors are expected to provide their own food.

Sungei Siput,^o Sunkai, Taiping, Tanjong Malim, Tanjong Tuaiang, Tapah, Telok Anson, Ulu Selama.^o

SELANGOR

Batang Berjuntai,^o Batu Tiga, Beranang,^o Jeram,^{*} Jugra, Kajang, Kapar, Klang, Kuala Kubu, Kuala Lumpur, Kuala Selangor, Port Swettenham, Rawang, Sangka Dua,^{*} Sabak Bernam,^o Sepang Road,^{*} Serendah, Semenyeh,^{*} Sungei Besar,^o Sungei Kinohang,^o Telok Panglima Garang,^{*} The Gap, Ulu Selangor.

NEGRI SEMBILAN

Batang Malacca,^{*} Bukit Tinggi, Durian Tipus,^{*} Gemas,^{*} Kampong Batu (Rembau), Kongkoi,^o Kuala Jelai,^{*} Kuala Jempol,^o Kuala Klawang, Kuala Pilah, Laboh China,^o Pasar Panjang,^o Pengkalim Kempas, Pertang,^{*} Port Dickson, Sepang, Seremban, Setul, Tampin, Ulu Bendol,^{*} Ulu Beranang,^o Ulu Serting.^o

PAHANG

Bentong, Gambang,^{*} Karak, Kuala Lipis, Kuala Pahang,^{*} Kuantan, Pekan, Raub, Sungei Lembing,^{*} Tras.

The usual charge at rest-houses for lodging is 81.50=3s. 6d. per night, and the scale of charges for board ranges from 82.50 to 83.50=8s. 2d. per day.

IMPORTS AND EXPORTS, 1922

The following particulars extracted from the Straits Settlements Return of Imports and Exports for 1922 show the main items of trade for the whole of British Malaya.

CEMENT

Total Imports, 353,151 casks, value \$2,547,864.

Total Exports, 39,640 casks, value \$294,417.

Imports from the United Kingdom were 102,140 casks.

* Halting bungalows. Visitors are expected to provide their own food.

value \$776,396: from Hongkong, 108,843 casks, value \$818,731; from Italy, 50,621 casks, value \$365,546; from Denmark, 49,712 casks, value \$323,814; and from French Indo-China, 29,316 casks, value \$173,100.

Exports to Sarawak were 6,718 casks, value \$51,172; to Siam, 6,390 casks, value \$45,119; to the Dutch East Indies, 10,663 casks, value \$83,763; and to British India and Burmah, 5,556 casks, value \$40,273.

COAL

Total Imports, 547,967 tons, value \$10,543,392.

Total Exports, 4,815 tons, value \$91,405.

Imports from Japan were 226,646 tons, value \$4,618,407; from the United Kingdom, 90,583 tons, value \$1,771,831; from South Africa, 76,501 tons, value \$1,372,325; from Australia, 67,277 tons, value \$1,336,574; and from British North Borneo, 18,921 tons, value \$291,530.

Exports include 3,103 tons to Siam, value \$61,675; and to Sumatra, 1,700 tons, value \$29,350.

COCONUT OIL

Total Imports, 33 pikuls value \$685.

Total Exports, 106,424 pikuls, value \$2,051,489.

The imports of coconut oil are insignificant. Exports include 57,548 pikuls to the Dutch East Indies, value \$1,115,588; to Siam, 34,812 pikuls, value \$648,395; to China, 6,731 pikuls, value \$139,323; and to Hongkong, 5,199 pikuls, value \$102,338.

COCONUTS (EXPORT ONLY)

The total exports were valued at \$335,465, of which coconuts to the value of \$211,739 were exported to British India and Burmah and to the value of \$108,128 to Hongkong.

COFFEE

Total Imports, 174,780 pikuls, value \$4,574,928.

Total Exports, 144,408 pikuls, value \$3,774,205.

Imports from Java were 116,318 pikuls, value \$3,173,976;

from Sumatra, 53,372 pikuls, value \$1,172,795; and from Bali and Lombok, 4,743 pikuls, value \$217,122.

Exports to France were 35,799 pikuls, value \$737,061; to British India and Burmah, 34,361 pikuls, value \$1,020,547; to Ceylon, 31,739 pikuls, value \$880,722; and to the Philippines, 16,384 pikuls, value \$442,639.

CONDENSED MILK

Total Imports, 557,915 cases, value \$8,667,344.

Total Exports, 134,899 cases, value \$2,151,772.

Imports from Australia were 297,995 cases, value \$4,891,505; from the United States of America, 69,117 cases, value \$1,025,476; from Italy, 60,064 cases, value \$914,440; from the Netherlands, 56,662 cases, value \$795,128; from the United Kingdom, 23,207 cases, value \$308,273; and from New Zealand, 11,700 cases, value \$179,500.

Exports to Sumatra were 43,756 cases, value \$711,518; to Siam, 37,271 cases, value \$580,543; to British India and Burmah, 19,388 cases, value \$329,087; and to British North Borneo, 6,414 cases, value \$108,340.

COPRA

Total Imports, 1,108,647 pikuls, value \$10,840,202.

Total Exports, 2,864,172 pikuls, value \$30,233,127.

Imports from Borneo were 339,615 pikuls, value \$3,322,057; from Sumatra, 338,204 pikuls, value \$3,277,953; from other Dutch Islands, 256,888 pikuls, value \$2,516,401; from Siam, 60,998 pikuls, value \$588,925; from British North Borneo, 48,868 pikuls, value \$488,767; and from the Philippines, 35,054 pikuls, value \$359,995.

Exports to Germany were 803,461 pikuls, value \$8,515,993; to the Netherlands, 660,251 pikuls, value \$7,056,719; to France, 456,931 pikuls, value \$4,808,100; to the United Kingdom, 484,257 pikuls, value \$5,042,310; to Spain, 275,225 pikuls, value \$2,864,381; and to Denmark, 104,127 pikuls, value \$1,141,505.

COTTON PIECE GOODS (PLAIN, DYED AND PRINTED)

Total Imports, 4,323,690 pieces, value \$25,646,431.

Total Exports, 1,938,922 pieces, value \$12,176,935.

Imports from United Kingdom were 2,689,624 pieces, value \$17,902,141; from China, 932,263 pieces, value \$1,736,503; from Japan, 710,239 pieces, value \$2,413,768; from Hongkong, 330,141 pieces, value \$1,041,595; from the Dutch East Indies 97,566 pieces, value \$712,494; from the Netherlands, 90,369 pieces, value \$483,014; and from India and Burmah, 76,024 pieces, value \$283,684.

Exports to the Dutch East Indies were 995,084 pieces, value \$6,030,866; to Siam, 606,142 pieces, value \$4,163,932; to Sarawak, 146,060 pieces, value \$807,159; to British North Borneo, 75,777 pieces, value \$374,543; to the Philippines, 28,842 pieces, value \$204,152; and to China, 21,991 pieces, value \$116,409.

COTTON THREAD

Total Imports valued at \$1,287,446.

Total Exports valued at \$120,826.

Imports from the United Kingdom were valued at \$994,479; from Belgium, \$138,941; from Japan, \$114,611; and from Germany, \$17,735.

Exports to the Dutch East Indies amounted to \$52,979; to Siam, \$30,978; to Sarawak, \$13,270; and to British North Borneo, \$6,916.

COTTON YARN

Total Imports, 9,168 bales, value \$2,745,731.

Total Exports, 6,891 bales, value \$1,905,531.

Imports from the United Kingdom were 4,655 bales, value \$1,648,013; from British India and Burmah, 3,098 bales, value \$868,258; and from Japan 190 bales, value \$43,080.

Exports to the Dutch East Indies, 3,744 bales, value \$1,026,511; to Siam, 2,727 bales, value \$786,933; to British North Borneo, 164 bales, value \$25,302; to French Indo-China, 130 bales, value \$38,385; and to the Philippine Islands, 108 bales, value \$23,515.

CYCLES AND MOTOR CARS

Total Imports were valued at \$2,342,004.

Total Exports were valued at \$1,443,389.

Imports from the United Kingdom were valued at \$933,895; from the United States of America, \$49,507; from Japan, \$120,572; from Italy, \$100,720; from Germany, \$82,694; and from the Netherlands, \$24,998.

Exports to the Dutch East Indies were valued at \$545,131; to British India and Burmah, \$466,568; to Siam, \$111,982; to British North Borneo, \$52,897; to French India, \$26,485; and to Australia, \$15,203.

DRUGS AND MEDICINES

Total Imports were valued at \$2,930,539.

Total Exports were valued at \$859,919.

Imports from Hongkong (probably mostly of Chinese origin) were valued at \$1,567,236; from the United Kingdom, \$582,787; from China, \$155,769; from British India and Burmah, \$151,504; from the Dutch East Indies, \$146,291; from the United States of America, \$115,736.

Exports to the Dutch East Indies were valued at \$533,806; to Siam, \$89,242; to Hongkong, \$65,401; to Sarawak, \$50,973; to British India and Burmah, \$47,092; and to British North Borneo, \$20,449.

EARTHENWARE, CROCKERY AND PORCELAIN

Total Imports were valued at \$1,601,578.

Total Exports were valued at \$841,868.

Imports from China were valued at \$510,394; from Japan, \$439,041; from Hongkong, \$162,718; and from the Netherlands, \$65,379.

Exports to the Dutch East Indies were valued at \$534,319; to British India and Burmah, \$128,369; to Siam, \$67,797; and to Sarawak, \$36,419.

BRITISH MALAYA

FRUITS—PRESERVED PINEAPPLES

Total Imports, 100 cases, value \$750.

Total Exports, 710,625 cases, value \$6,693,646.

Exports to the United Kingdom amounted to 590,668 cases, value \$5,570,633; to the United States of America, 31,685 cases, value \$333,217; to New Zealand, 21,112 cases, value \$171,073; to Canada, 13,471 cases, value \$120,377; to the Netherlands, 8,316 cases, value \$82,526; and to Egypt, 8,221 cases, value \$73,955.

FRUITS—DRIED AND PRESERVED

Total Imports were valued at \$1,945,556.

Total Exports were valued at \$917,597.

Imports from Hongkong were valued at \$752,543; from British India and Burmah, \$749,901; from China \$287,006; from the United States of America, \$81,695; and from the United Kingdom, \$24,347.

Exports to the Dutch East Indies were valued at \$610,918; to French Indo-China, \$85,512; to Hongkong, \$25,497; and to British India and Burmah, \$15,964.

GAMBIER

Total Imports were 42,073 pikuls, value \$564,798.

Total Exports were 139,764 pikuls, value \$1,769,291.

Imports from the Dutch East Indies were 40,544 pikuls, value \$549,615.

Exports to the United States of America were 42,218 pikuls, value \$481,986; to British India and Burmah, 31,088 pikuls, value \$448,074; to the United Kingdom, 25,373 pikuls, value \$266,510; to France, 8,617 pikuls, value \$100,583; to Germany, 5,596 pikuls, value \$73,377; and to Belgium, 4,371 pikuls, value \$41,291.

GUTTA-PERCHA

Total Imports 8,940 pikuls, value \$911,418.

Total Exports, 34,954 pikuls, value \$2,825,280.

Imports from the Dutch East Indies, 7,889 pikuls, value \$782,512; and from Sarawak, 770 pikuls, value \$110,529.

Exports to the United States of America were 20,737 pikuls, value \$752,136; to the United Kingdom, 9,732 pikuls, value \$1,723,437; to Germany, 2,657 pikuls, value \$94,875; and to Japan, 635 pikuls, value \$165,084.

GUTTA—INFERIOR

Total Imports, 73,893 pikuls, value \$946,138.

Total Exports, 42,511 pikuls, value \$787,420.

Imports from Sarawak were 53,520 pikuls, value \$695,006; from the Dutch East Indies, 15,090 pikuls, value \$224,787; and from Brunei, 4,879 pikuls, value \$22,953.

Exports to the United States of America were 39,063 pikuls, value \$706,853; to Japan, 2,304 pikuls, value \$55,329; and to the United Kingdom, 695 pikuls, value \$16,842.

GLASS AND GLASSWARE INCLUDING GLASS BOTTLES

Total Imports were valued at \$658,280.

Total Exports were valued at \$518,674.

Imports from Japan were valued at \$291,184; from the United Kingdom, \$150,261; from Belgium, \$93,313; and from Germany \$38,061.

Exports to the Dutch East Indies were valued at \$179,983; to Hongkong, \$106,742; to French Indo-China, \$72,216; to British India and Burmah, \$56,316; and to Siam, \$49,020.

GRAIN—PADI

Total Imports were 153,401 pikuls, value \$520,331.

Total Exports were 10,702 pikuls, value \$40,064.

Imports from British India and Burmah were 43,328 pikuls, value \$108,574; from the Dutch East Indies, 41,791 pikuls, value \$160,463; from French Indo-China, 33,472 pikuls, value \$135,509; and from Siam, 37,010 pikuls, value \$115,785.

Exports to Hongkong were 4,720 pikuls, value \$14,806; to Brunei, 2,156 pikuls, value \$8,590; and to British North Borneo, 2,115 pikuls, value \$10,563.

GRAIN—RICE

Total Imports were 10,023,506 pikuls, value \$69,968,153.

Total Exports were 3,915,081 pikuls, value \$26,577,745.

Imports from Siam were 5,450,596 pikuls, value \$41,053,250; from British India and Burmah, 3,619,262 pikuls, value \$22,246,077; and from French Indo-China, 941,418 pikuls, value \$6,594,321.

Exports to the Dutch East Indies were 3,210,852 pikuls, value \$21,970,055; to British North Borneo, 175,999 pikuls, value \$1,264,523; to Sarawak, 118,661 pikuls, value \$849,309; to Hongkong, 111,699 pikuls, value \$647,538; to Ceylon, 78,239 pikuls, value \$436,916; and to South Africa, 37,921 pikuls, value \$256,395.

GRAIN—WHEAT FLOUR

Total Imports were 494,421 pikuls, value \$4,511,479.

Total Exports were 53,610 pikuls, value \$550,871.

Imports from Australia were 354,549 pikuls, value \$3,171,508; from Hongkong, 96,419 pikuls, value \$917,292; from British India and Burmah, 34,088 pikuls, value \$340,836; and from China, 4,946 pikuls, value \$43,329.

Exports to the Dutch East Indies were 18,683 pikuls, value \$189,955; to Siam, 20,281 pikuls, value \$208,135; to Sarawak, 9,088 pikuls, value \$92,918; and to French Indo-China, 3,857 pikuls, value \$41,211.

GUNNIES

Total Imports, 60,084 bales of 100 each, value \$1,894,311.

Total Exports, 59,877 bales, value \$1,466,525.

Imports from British India and Burmah were 57,731 bales, value \$1,841,339, from the Dutch East Indies 1,279 bales, value \$36,604; and from Siam, 766 bales, value \$10,901.

Exports to the Dutch East Indies were 38,902 bales, value \$989,507; to British India and Burmah, 4,164 bales, value \$68,276; to Sarawak, 3,505 bales, value \$97,311; to French Indo-China, 2,600 bales, value \$49,501; to Hongkong, 2,744 bales, value \$86,634; and to Siam, 2,538 bales, value \$61,312.

HABERDASHERY, ETC.

Total Imports were valued at \$3,323,771.

Total Exports were valued at \$1,788,908.

Imports from the United Kingdom were valued at \$1,353,884; from Japan, \$727,141; from Hongkong, \$550,052; from Germany, \$186,702; from China, \$112,795; and from the United States of America, \$39,495.

Exports to the Dutch East Indies were valued at \$1,240,736; to Siam, \$254,500; to French Indo-China, \$54,132; to Sarawak, \$49,704; and to British India and Burmah, \$39,149.

HARDWARE AND CUTLERY (INCLUDING COOKING UTENSILS)

Total Imports were valued at \$1,552,784.

Total Exports were valued at \$649,415.

Imports from Japan were valued at \$425,419; from Germany, \$266,192; from the United Kingdom, \$220,821; from the Netherlands, \$197,211; from China, \$102,228; and from Belgium, \$96,481.

Exports to the Dutch East Indies were valued at \$294,717; to Siam, \$259,128; to British North Borneo, \$23,849; and to Sarawak, \$23,141.

HIDES—TANNED

Total Imports, 1,191 pikuls, value \$67,338.

Total Exports, 52,457 pikuls, value \$3,509,188.

Imports from British India and Burmah were 858 pikuls, value \$48,950; and from the Dutch East Indies, 273 pikuls, value \$14,685.

Exports to Hongkong were 50,161 pikuls, value \$3,348,869; to the Dutch East Indies, 1,398 pikuls, value \$102,241; and to China, 641 pikuls, value \$39,147.

IRONWARE EXCLUDING COOKING UTENSILS

Total Imports were valued at \$6,351,204.

Total Exports were valued at \$2,120,460.

Imports from the United Kingdom were valued at

BRITISH MALAYA

\$4,561,404; from the United States of America, \$572,536; from the Dutch East Indies, \$616,678; from Germany, \$161,738; and from the Netherlands, \$60,042.

Exports to the Dutch East Indies were valued at \$1,330,401; to Siam, \$286,284; to Sarawak, \$130,041; to French Indo-China, \$82,638; to British India and Burmah, \$50,708; and to China, \$46,217.

LAMPS AND LAMPWARE

Total Imports were valued at \$370,880.

Total Exports were valued at \$134,529.

Imports from Japan were valued at \$103,690, from Germany, \$91,792; from the United Kingdom, \$91,522; and from the United States of America, \$27,080.

Exports to Siam were valued at \$62,026; to the Dutch East Indies, \$46,204; and to Sarawak, \$15,698.

LEATHER MANUFACTURES

Total Imports were valued at \$876,791.

Total Exports were valued at \$304,159.

Imports from the United Kingdom were valued at \$230,688; from Australia, \$170,582; from British India and Burmah, \$97,494; from Hongkong, \$80,886; from the United States of America, \$72,152; from the Philippines, \$50,000; and from Japan, \$47,581.

Exports to the Dutch East Indies were valued at \$179,552; to Siam, \$56,396; to Hongkong, \$21,554; and to Sarawak, \$13,110.

LIQUID FUEL

Total Imports were 113,647 tons, value \$4,306,499.

Total Exports were 11,646 tons, value \$417,485.

Imports from the Dutch East Indies were 49,960 tons, value \$2,054,740; from Sarawak, 36,904 tons, value \$1,254,736; and from the United States of America, 23,628 tons, value \$869,742.

Exports to the Dutch East Indies were 5,822 tons, value

\$210,215; to Siam, 3,501 tons, value \$126,813; and to Egypt, 1,470 tons, value \$49,969.

MACHINERY INCLUDING ENGINES, BOILERS AND PARTS

Total Imports were valued at \$9,904,990.

Total Exports were valued at \$786,235.

Imports from the United Kingdom were valued at \$7,271,050; from Australia, \$1,285,659; from the United States of America, \$563,366; from Germany, \$118,704; from Italy, \$95,524; from Japan, \$65,796; from Hongkong, \$58,925; and from the Netherlands, \$56,535.

Exports to the Dutch East Indies were valued at \$304,213; to Siam, \$131,806; to Italy, \$80,000; to Sarawak, \$42,217; and to British India and Burmah, \$35,162.

MATCHES

Total Imports, 76,951 cases of 7,200 boxes, value \$2,084,647.

Total Exports, 26,508 cases, value \$1,093,372.

Imports from Hongkong were 46,417 cases, value \$708,767; from Japan, 28,432 cases, value \$1,292,025; and from Sweden, 1,537 cases, value \$62,795.

Exports to the Dutch East Indies were 19,120 cases, value \$822,326; to Siam, 3,705 cases, value \$89,218; to French India, 2,194 cases, value \$106,506; and to Sarawak, 667 cases, value \$34,480.

PAINTS AND VARNISHES

Total Imports were valued at \$1,074,601.

Total Exports were valued at \$185,558.

Imports from the United Kingdom were valued at \$782,304; from British India and Burmah, \$94,774; from the Netherlands, \$64,351; from Japan, \$40,217; and from Germany, \$25,645.

Exports to the Dutch East Indies were valued at \$83,306; to Siam, \$62,032; to Sarawak, \$11,504; and to Hongkong, \$11,465.

BRITISH MALAYA

PAPER AND PAPERWARE

Total Imports were valued at \$1,720,889.

Total Exports were valued at \$552,215.

Imports from the United Kingdom were valued at \$678,538; from Hongkong, \$391,629; from Italy, \$173,069; from the United States of America, \$165,863; from Japan, \$149,523; and from China, \$33,373.

Exports to the Dutch East Indies were valued at \$355,300; to Siam, \$61,918; to French Indo-China, \$52,922; and to Sarawak, \$28,445.

PERFUMERY

Total Imports were valued at \$1,084,323.

Total Exports were valued at \$136,141.

Imports from France were valued at \$330,336; from Hongkong, \$202,384; from the United Kingdom, \$197,153; from Japan, \$123,611; from the United States of America, \$93,306; and from Germany, \$64,335.

Exports to the Dutch East Indies were valued at \$61,552; and to Siam, \$48,042.

PETROLEUM

Total Imports were 2,295,982 cases of eight gallons each, value \$14,509,120.

Total Exports were 1,059,787 cases, value \$6,780,323.

Imports from the Dutch East Indies were 1,365,625 cases, value \$8,767,796; from the United States of America, 455,432 cases, value \$2,717,480; from Sarawak, 85,205 cases, value \$496,230; from Russia, 64,418 cases, value \$412,276; and from countries unspecified 318,133 cases, value \$2,068,554.

Exports to China were 103,064 cases, value \$2,618,833; to Japan, 164,684 cases, value \$1,033,984; to Siam, 127,767 cases, value \$815,144; and to British India and Burmah, 76,940 cases, value \$463,866.

PETROL AND BENZINE

Total Imports were 9,126,142 gallons, value \$8,944,631, all but 344 gallons value \$387 being imported from the Dutch East Indies.

Total Exports were 2,858,626 gallons, value \$2,710,638.

Exports to Egypt were 240,240 gallons, value \$233,376; to Australia, 209,184 gallons, value \$168,507; to British Possessions unspecified, 1,914,196 gallons, value \$1,818,486; to Japan, 192,000 gallons, value \$204,147; and to the Philippines, 178,090 gallons, value \$169,185.

PROVISIONS (FRESH AND SALTED)

Total Imports were valued at \$2,331,997.

Total Exports were valued at \$1,462,031.

Imports from Hongkong were valued at \$1,536,957; from China, \$550,595; from Japan, \$103,887; and from the Dutch East Indies, \$63,465.

Exports to the Dutch East Indies were valued at \$775,186; to British India and Burmah, \$488,403; to Siam, \$87,352; and to French Indo-China, \$27,252.

RATTANS

Total Imports were 363,613 pikuls, value \$3,370,108.

Total Exports were 459,812 pikuls, value \$6,835,155.

Imports from the Dutch East Indies were 342,718 pikuls, value \$3,246,916; and from Sarawak, 20,034 pikuls, value \$113,404.

Exports to Hongkong were 172,507 pikuls, value \$1,619,430; to the United States of America, 68,154 pikuls, value \$1,770,563; to France, 57,827 pikuls, value \$1,077,488; to China, 32,114 pikuls, value \$262,634; to the United Kingdom, 25,537 pikuls, value \$323,728; to British India and Burmah, 23,770 pikuls, value \$195,286; and to Germany 15,720 pikuls, value \$362,860.

BRITISH MALAYA

RUBBER—PARÁ

Total Imports were 796,518 centals of 100 lb. each, value \$18,446,128.

Total Exports were 5,552,630 centals, value \$160,147,430.

Imports from the Dutch East Indies were 618,638 centals, value \$13,563,291; from Sarawak, 80,853 centals, value \$2,190,664; from British North Borneo, 33,372 centals, value \$983,720; and from French Indo-China, 25,075 centals, value \$707,769.

Exports to the United States of America were 4,039,616 centals, value \$117,735,514; to the United Kingdom, 701,262 centals, value \$19,423,511; to Japan, 341,470 centals, value \$9,664,606; to Germany, 180,896 centals, value \$5,117,594; to France, 100,677 centals, value \$2,897,768; to the Netherlands, 55,794 centals, value \$1,538,262; to Italy, 39,093 centals, value \$1,043,709; to Canada, 26,139 centals, value \$793,483; and to Australia 24,854 centals, value \$744,667.

SAGO (PEARL, FLOUR, AND RAW)

Total Imports were 925,473 pikuls, value \$4,670,421.

Total Exports were 978,096 pikuls, value \$5,878,555.

Imports from the Dutch East Indies were 470,532 pikuls, value \$2,325,948; from Sarawak, 384,930 pikuls, value \$2,187,482; and from British North Borneo, 55,794 pikuls, value \$211,942.

Exports to the United Kingdom were 399,301 pikuls, value \$2,352,275; to Italy, 135,919 pikuls, value \$800,692; to France, 119,768 pikuls, value \$743,854; to British India and Burmah, 112,441 pikuls, value \$688,656; to the United States of America, 48,440 pikuls, value \$271,611; to Japan 40,010 pikuls, value \$271,933; and to Spain, 39,388 pikuls, value \$234,801.

SARONGS, SLENDANGS, AND KAINS (COTTON)

Total Imports were 378,533 corges, value \$11,098,672.

Total Exports were 147,125 corges, value \$4,018,486.

Imports from the Dutch East Indies were 132,654 corges,

value \$2,873,006; from British India and Burmah, 97,521 corges, value \$4,330,888; from the United Kingdom, 62,676 corges, value \$967,404; from French India, 42,423 corges, value \$1,477,947; and from China, 22,702 corges, value \$838,983.

Exports to the Dutch East Indies were 76,140 corges, value \$2,324,019; to Siam, 33,512 corges, value \$779,032; and to British India and Burmah, 24,807 corges, value \$614,325.

SILK PIECE GOODS

Total Imports were 101,579 corges, value \$2,071,361.

Total Exports were 23,321 corges, value \$388,393.

Imports from China were 34,897 corges, value \$506,939; from Japan 22,453 corges, value \$553,471; from Hongkong, 21,203 corges, value \$302,433; from Siam, 15,946 corges, value \$294,425; and from the United Kingdom, 3,215 corges, value \$140,918.

Exports to the Dutch East Indies were 15,906 corges, value \$271,091; and to Siam, 5,615 corges, value \$80,370.

SOAP (OTHER THAN TOILET SOAP)

Total Imports were 64,063 pikuls, value \$1,389,728.

Total Exports were 17,010 pikuls, value \$321,208.

Imports from the United Kingdom were 50,988 pikuls, value \$1,204,623; from Australia, 8,777 pikuls, value \$132,705; and from British India and Burmah, 2,451 pikuls, value \$22,502.

Exports to the Dutch East Indies were 11,915 pikuls, value \$240,781; to Siam, 1,547 pikuls, value \$22,477; to British North Borneo, 1,459 pikuls, value \$24,109; and to Sarawak, 1,366 pikuls, value \$24,623.

SPICES (OF VARIOUS DESCRIPTIONS)

Total Imports were 893,616 pikuls, value \$11,087,449.

Total Exports were 1,284,806 pikuls, value \$17,756,265.

Imports from the Dutch East Indies were 809,701 pikuls,

value \$9,343,030; from Sarawak, 31,485 pikuls, value \$617,772; from Siam, 24,316 pikuls, value \$258,535; and from British North Borneo, 11,226 pikuls, value \$707,477.

Exports to British India and Burmah were 695,572 pikuls, value \$6,793,615; to the United Kingdom, 81,728 pikuls, value \$1,969,189; to the United States of America, 57,278 pikuls, value \$1,471,217; to Germany, 49,020 pikuls, value \$951,049; to Hongkong, 70,821 pikuls, value \$935,024; to French India, 49,133 pikuls, value \$564,073; to French Indo-China, 45,595 pikuls, value \$588,746; to Siam, 48,275 pikuls, value \$587,030; to Australia, 16,082 pikuls, value \$436,091; to China, 27,392 pikuls, value \$425,750; to Italy, 43,081 pikuls, value \$626,494; to Spain, 6,996 pikuls, value \$104,573; and to the Netherlands, 3,962 pikuls, value \$97,156.

STATIONERY

Total Imports were valued at \$2,138,369.

Total Exports were valued at \$442,769.

Imports from the United Kingdom were valued at \$964,075; from Japan, \$337,927; from China, \$284,611; and from Hongkong, \$219,471.

Exports to Siam were valued at \$151,936; to the Dutch East Indies, \$107,521; to British North Borneo, \$59,133; to Sarawak, \$40,430; and to French Indo-China, \$24,546.

STEEL

Total Imports were 99,817 cwts., value \$719,483.

Total Exports were 6,292 cwts., value \$81,853.

Imports from the United Kingdom were 77,731 cwts., value \$587,096; from Belgium, 13,470 cwts., value \$68,175; from the Netherlands, 3,751 cwts., value \$19,023; from Germany, 2,596 cwts., value \$16,972; and from the United States of America, 1,799 cwts., value \$122,489.

Exports to Siam were 3,226 cwts., value \$38,821; and to Sarawak, 1,375 cwts., value \$20,335.

SUGAR

Total Imports were 1,411,574 pikuls, value \$13,841,460.

Total Exports were 315,565 pikuls, value \$3,341,738.

Imports from the Dutch East Indies were 1,198,920 pikuls, value \$11,838,375; from British India and Burmah, 96,418 pikuls, value \$954,277; from Hongkong, 61,704 pikuls, value \$630,080; and from Siam, 46,914 pikuls, value \$339,168.

Exports to Siam were 111,937 pikuls, value \$1,130,912; to French Indo-China, 78,143 pikuls, value \$888,067; to British India and Burmah, 31,573 pikuls, value \$322,912; to the Dutch East Indies, 29,731 pikuls, value \$315,536; and to Sarawak, 21,105 pikuls, value \$234,048.

TAPIOCA FLAKE, FLOUR, AND PEARL

Total Imports were 97,027 pikuls, value \$757,946.

Total Exports were 577,954 pikuls, value \$4,982,187.

Imports from the Dutch East Indies were 94,096 pikuls, value \$745,511.

Exports to British India and Burmah were 118,557 pikuls, value \$1,086,460; to the United Kingdom, 82,779 pikuls, value \$772,701; to France, 59,680 pikuls, value \$518,851; to Hongkong, 54,207 pikuls, value \$423,144; to Australia, 53,587 pikuls, value \$475,082; to the United States of America, 42,278 pikuls, value \$336,984; and to China, 34,760 pikuls, value \$276,895.

TIN

Total Imports were 17,003 pikuls, value \$1,388,722.

Total Exports were 1,113,126 pikuls, value \$89,943,088.

Imports from the Dutch East Indies were 11,236 pikuls, value \$943,772; and from Siam, 5,727 pikuls, value \$42,894.

Exports to the United States of America were 752,044 pikuls, value \$60,768,141; to the United Kingdom, 184,962

pikuls, value \$14,775,918; to France, 72,360 pikuls, value \$5,944,444; to Italy, 42,793 pikuls, value \$3,500,680; to British India and Burmah, 31,166 pikuls, value \$2,546,214; and to Japan, 13,999 pikuls, value \$1,126,095.

TIN—ORE

Total Imports were 510,577 pikuls, value \$26,494,281.

Total Exports were 4 pikuls, value \$152.

Imports from the Dutch East Indies were 334,432 pikuls, value \$6,962,658; and from Siam, 138,752 pikuls, value \$7,609,836.

TIN PLATES

Total Imports were 123,608 boxes, value \$1,332,176.

Total Exports were 5,601 boxes, value \$115,609.

Imports from the United Kingdom were 116,475 boxes, value \$1,253,968; and from Hongkong, 6,450 boxes, value \$71,950.

Exports to the Dutch East Indies were 4,091 boxes, value \$102,275; and to Japan, 1,382 boxes, value \$12,648.

TOOLS, ETC.

Total Imports were valued at \$1,114,396.

Total Exports were valued at \$196,574.

Imports from the United Kingdom were valued at \$793,846; from the United States of America, \$175,290; from Germany, \$30,966; and from France, \$25,302.

Exports to the Dutch East Indies were valued at \$66,597; and to Siam, \$99,082.

WOLFRAM ORE

Imports, Nil.

Total Exports were 8,757 pikuls, value \$184,114.

Exports to Germany were 4,983 pikuls, value \$96,339; to the United Kingdom, 2,237 pikuls, value \$56,325; and to the United States of America, 1,537 pikuls, value \$31,450.

WOOLLEN CLOTH

Total Imports were 3,896 pieces, value \$305,892.

Total Exports were 602 pieces, value \$32,300.

Imports from the United Kingdom were 3,172 pieces, value \$242,538; from Italy, 176 pieces, value \$12,347; from France, 120 pieces, value \$21,100; and from Germany, \$11,202.

Exports to the Dutch East Indies were 282 pieces, value \$13,194; and to Siam, 213 pieces, value \$10,795.



TRANSPORTING TIN BY ELEPHANT AND BULLOCK CART.

GROWTH OF F.M.S. TRADE AND GOVERNMENT REVENUE AND EXPENDITURE IN 47 YEARS.

Year.	Revenue.		Expenditure.		{Imports.		{Exports.		Total Imports and Exports.	
	{Value.		{Value.		{Value.		{Value.		{Value.	
	\$	£	\$	£	\$	£	\$	£	\$	£
1875	409,394=	77,614	436,872=	82,824	831,375=	157,615	739,972=	110,286	1,571,347=	267,901
1880	884,910=	166,277	704,941=	139,880	2,231,048=	420,610	1,996,952=	359,540	4,138,000=	780,185
1885	2,298,709=	354,223	2,261,954=	393,186	8,667,425=	1,507,771	9,601,786=	1,685,967	18,359,211=	3,193,738
1890*	4,810,065=	836,928	5,237,275=	905,612	15,443,809=	2,670,492	17,602,093=	3,043,695	33,045,902=	5,714,187
1895	8,181,007=	991,107	7,582,553=	805,616	22,653,271=	2,406,910	31,622,805=	3,359,923	54,276,076=	5,766,833
1900	15,609,807=	1,593,501	12,728,330=	1,209,412	38,402,581=	3,920,263	60,361,015=	6,161,857	98,763,626=	10,082,120
1905	23,961,593=	2,471,340	20,750,395=	2,139,884	50,575,155=	5,215,594	80,057,651=	8,255,946	130,633,109=	13,471,539
1910	26,553,018=	3,097,852	23,598,610=	2,753,171	53,255,151=	6,213,101	102,851,990=	11,999,398	156,107,141=	18,212,499
1915	40,774,984=	4,757,084	42,838,631=	4,997,840	61,343,935=	7,156,792	162,429,254=	18,050,080	223,773,189=	26,196,872
1916	51,121,856=	5,966,216	31,966,581=	3,729,134	71,472,948=	8,338,540	220,548,118=	25,730,611	292,021,066=	34,069,124
1917	65,553,186=	7,647,872	46,878,716=	4,769,487	74,797,582=	8,726,384	272,064,100=	31,740,812	346,861,682=	40,467,496
1918	68,448,862=	7,985,700	45,286,910=	5,283,472	74,750,746=	8,720,920	223,066,282=	26,024,400	297,817,028=	34,745,320
1919	72,135,075=	8,415,757	70,676,961=	8,245,643	118,854,965=	13,866,413	279,135,105=	32,565,762	397,990,070=	46,432,175
1920	72,277,446=	8,432,334	100,433,471=	11,717,238	170,522,123=	19,894,248	288,715,698=	33,683,198	459,237,821=	53,577,446
1921	54,149,568=	6,352,419	114,386,546=	13,345,097	162,914,877=	12,006,736	134,978,503=	15,747,492	296,893,380=	27,754,228
1922	82,494,110=	6,321,313	49,811,007=	5,811,284	78,666,032=	9,177,704	139,952,481=	16,327,754	218,618,213=	25,505,458

* 1880 and 1885 include Perak, Selangor and Negri Sembilan only. From 1890 Pahang is included. From 1906 the exchange value of the dollar has been fixed at 2s. 4d.

† Excluding coin and bullion.